British Packet

AND

ARGENTINE NEWS.

[No. 1020. BUENOS AYRES, SATURDAY, MARCH 7th, 1846. *Established in* 1826.]

BUENOS AYRES.

Immediately after the arrival of the Brazilian brigantine of war *Olinda* at this port, on Tuesday last, a report became current and was eagerly gulped by a certain description of foreign residents, that news of a disastrous nature in regard to the Argentine army in Corrientes, under the command of General Urquiza, had been received. Tracing the rumor to its origin, it was found to have arisen from a loose sheet published in Montevideo, purporting to contain recent intelligence from Corrientes, in the shape of a letter from Paz, and communications from anonymous correspondents. The letter alluded to, and upon which the Montevideo journalists and their correspondents have raised, as is their wont, a most ridiculous superstructure, was avowedly written for the purpose of allaying the extraordinary alarm caused in the city of Corrientes by the news of the defeat of Paz's advanced guard, and the capture of its General, facts which it is not attempted to deny. It bears the date of the 13th ult. from an impregnable position on the frontier of Paraguay, whither Paz had been closely pursued by General Urquiza without having been able to bring him to an action. It being impossible to force the position, General Urquiza is stated to have made a retrogade movement, from which Paz augurs the final destruction of the foe, provided he succeeds in surmounting the many difficulties that stand in his way, and goes the right way about it, which he hopes will be the case. Notwithstanding this cautious reserve with which Paz delivers his oracles, the heated imaginations of his adherents already figure to themselves General Urquiza *en deroute*, his baggage, horses, &c., abandoned, and their champion from a chased fugitive converted into a victorious pursuer. It is, however, but the wish that is father to the thought.

We have been informed, upon very good authority, that the mediation of the United States has been offered to this Republic and Paraguay, for the purpose of arresting the progress of the uncalled-for and unnatural war declared by the latter, and that it has been accepted by both parties. The arrival in this capital of Mr. Hopkins, from Paraguay, is understood to be connected with this affair.

The Montevideo intrusive authorities, unable to conceal the severe defeat sustained by Garibaldi and Baez at Salto, give the former credit for a resistance something more than heroic ; but though it is nothing but justice to allow that the Italians have uniformly behaved with a great deal more gallantry than the French, it was not their valour but the solid walls of the edifice in which they were sheltered that saved them from total destruction on this occasion. The journals state that Medina, who has been condecorated with the title of Commander-in Chief, has arrived lately at Salto, from Rio Grande, with 200 men. Considering the Punic faith of the Imperial authorities in that Province, we have no difficulty in believing that they have been guilty of another act of perfidy.

The *Gaceta* of yesterday contains the following important note from this Government to Mr. Ouseley, with the announcement that a similar one, *mutatis mutandis*, has been addressed to Baron Deffaudis. The "peacemakers" are placed in a rather awkward predicament, from which it will require all their finesse to extricate them :—

¡ VIVA LA CONFEDERACION ARGENTINA !

Buenos Ayres, February 20th, 1846.–27–31–17

The Minister of Foreign Affairs of the Government of Buenos Ayres, encharged with those appertaining to the Argentine Confederation.

To His Excellency William Gore Ouseley, Minister Plenipotentiary and Envoy Extraordinary of H. B. M.

The undersigned has received orders from His Excellency the Governor and Captain General of the Province, to address Y. E. and make known to you, that H. E. General D. Justo José de Urquiza, Governor and Captain General of the Province of Entre Rios, and Commander in-Chief of the army operating against the rebels of Corrientes, has opened the campaign by defeating them in the first essays in the field, causing well-grounded hopes to be entertained of a speedy and solid peace, which this Government so earnestly wishes to see established in the Argentine Confederation.

Under these circumstances an armed naval expedition composed of British and French forces, exists in the waters of the Paraná, the movements of which are directed by Your Excellency, in conjunction with His Excellency the Minister Plenipotentiary of H. M. the King of the French, and are calculated to give a stimulus and add vigor to the aforesaid rebellion, and foment the war declared by the Government of Paraguay against the Confederation. The violent and hostile policy which Y. E. and His Excellency the Minister of France have employed in the discharge of your mission in these countries, and the strange conduct, out of all rule, which you have observed, convince H. E. the Governor that those same forces have been destined to co-operate in the plan of ruin and bloodshed which has been adopted against these Republics, in alliance with said rebels of Corrientes, and the Paraguayan forces joined to them.

In such a position, if the Anglo-French forces actually assume it, and adopt the same conduct as was observed by these very forces off Montevideo after the victories of Arroyo Grande and India Muerta, by which means they domineer over that unfortunate city, since then trampling under foot its independence, and barbarously retarding that peace which would have been obtained in consequence of those definitive triumphs, it is clear that they illegitimately constitute themselves belligerents against the Argentine Confederation, and with scandal to the civilized world rush to combat by such foul means the efforts which the Argentine Government makes against those rebels to restore order and peace, and inhumanly prolong the disasters which afflict this Republic when every thing in it induces the belief of a prompt termination of them.

The Argentine Government, therefore, which so sincerely desires to avoid every motive of further complication—whose conciliatory and pacific disposition has been by so many different ways and facts made evident, now that the Argentine army triumphantly treads the territory of Corrientes, annihilatingits enemies, is compelled to comply with the indispensable and forcible duty of solemnly protesting to Your Excellency and to His Excellency the Minister of France against all and every act of the combined Anglo-French forces, tending to co-operate with, or aid in any manner said rebels, and of declaring at the same time that in case such unwarrantable acts be committed, it will make the most just and adequate reprisals against such conduct which is manifestly in opposition to the true interests of peace and the conveniences of the inhabitants of these countries and in contradiction to the inmutable principles of justice, humanity and public law.

The undersigned has also received orders to declare to Y. E. and to His Excellency the Minister of France that for any hostile act or injury caused to the officers and crews of the armed Argentine vessels, by the Anglo-French forces, equally strong and efficacious reprisals will be made to repress all usages condemned by the law of nations.

The Argentine Government is obliged to take this measure, since it has seen that its moderation and justice has only served as an incentive to the plans of extermination and bloodshed which have been adopted without the least respect for the rules of international law, and in outrageous offence to the sovereignty and independence of the Republic ; and since previous aggressions to its just rights, carried into effect under similar circumstances to those in which the Republic is now placed by the war with the rebels of Corrientes, have convinced it of the obstinacy with which every means has been adopted by the naval forces of France and England under the orders of Y. E. and of His Excellency the Minister of France, to perpetuate in these countries scenes of ruin and desolation, thereby offending humanity and the best interests of the inhabitants of these countries.

God preserve Y. E. many years.

Felipe Arana.

ARRIVALS AT MONTEVIDEO.

February 21.

Sardinian schooner brig Iride, Gallin, from Rio Janeiro.

Hamburg barque Meiners, Linan, from Parnaguá 10th February.

Brazilian barque Pensamiento, Riveiro, from Parnaguá 6th February.

Sardinian schooner Rosa, Crore, from Rio Grande 19th February.

Brazilian schooner Fausta da Rosa, from Rio Grande 19th February.

February 22.

American ship Superior, Moore, from Parnaguá 10th February.

Brazilian schooner of war Angelita, Captain da Silva Blanco, hence 19th.

February 23.

Spanish polacre Mensagera, Millet, from Santos 16th February.

American brig Oriole, Bartor, from New York 26th December, and Rio Janeiro 14th February.

French barque Commerce de Paris, Gott, from Rio Grande 21st February.

American brig Jesabel, Dubert, from New York 1st January, Rio Janeiro 13th February.

British brig Rambler, Berrill, from Troon (North Britain) 9th November, and Rio Janeiro 7th Feb.

Portuguese brig Esperanza, da Cruz, from Rio Janeiro 8th February.

United States Frigate Columbia, bearing the flag of Commodore Rousseau, from Rio Janeiro.

United States sloop of war Saratoga from Rio Janeiro.

February 24.

Sardinian schooner brig Margarita, Biarchi, from Santos 12th February.

February 26.

British brig Active, Hutchinson, from Cadiz 26th December.

February 27.

British barque, supposed the Sultana, from the coast of Patagonia.

SHIPPING MEMORANDA.

ARRIVED AT NEW YORK.

Dec. 28, American barque Mason Barney, Scott, hence 25th October.

AT BOSTON.

" " American barque Winipiac, Mitchell, hence 11th October.

Advertisement.

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ANGLO-FRENCH PAPER BLOCKADE.

[The following is compressed from the *Gaceta* of the 25th ult. :]—

Commodore Rousseau, who is coming out to the River Plate, is not authorized by his government to recognise Anglo-French blockades that are nominal and not efficient, and doubtless he will not recognise them in conformity to the instructions of his government.

These demonstrations are perfectly in unison with the notes of the Honourable W. Brent, Jr., Chargé d'Affaires of the United States to the Argentine Government, dated the 17th January and 6th February last, which are as follows :—

Buenos Ayres, January 17, 1846.

To His Excellency Don Felipe Arana, Minister of Foreign Affairs of the Argentine Confederation—

Sir,—

It has become important that certain and accurate information should be preserved and recorded in relation to the misnamed blockades in the countries of La Plata.

Among the rights of belligerents that of blockade is undoubted. But this law of blockade, although exercised in its strictly legal sense, yet is so harsh in its operation, that the *actual* blockade must be established by clear and unequivocal evidence ; and the "squadron" for its execution must be *competent* to cut off all communication with the interdicted place or port :—and the squadron must be stationary, not cruizing.

"The failure of either of the points requisite to establish the existence of a legal blockade, amounts to an entire defeasance of the measure, even though the notification of the blockade had issued from the authority of the Government itself."—See the case of the Betsy, 1 Rob. Rep., 78. 1 Chitty on Commercial Law, 450. 1 Kent's Commentaries, 144.

It becomes then important that regular evidence should be taken and kept, and properly authenticated.

1st. To show the actual force employed at the differenr points, noting the *number* of vessels, or ships, and their size.

2d. Whether *stationary* or not ?

3d. Noting all *places*, *parts of coast*, or ports not actually having a force opposite them.

From information which I have received, there have been several cases of a defeasance of these so-called blockades, and even admitting them to have been *rightfully* put on, at first, by competent authority, a defeasance in one point amounts to an entire defeasance of the blockade.

Will Your Excellency do me the favour to furnish me with any evidence which you may have on this interesting subject ? And may I ask that you furnish me from time to time such information on this subject as the Government of Buenos Ayres may possess ?

I have heard that a British vessel has gone into the Rio Negro, and unloaded a valuable cargo. The same, it is said, has taken place at Bahia Blanca ; any information on these important matters will enable the Government of the United States to take ultimate measures on these important points ; and I know of no one who can so readily have them furnished as the Argentine Government.

I have the honour to subscribe myself with sentiments of distinguished consideration,

Your friend and servant,

WM. BRENT, JR.

P. S. Since writing the above, I have had a communication made to me which justifies the belief that there is no blockading force of the English or French, or of Garibaldi from the Tuyú up to this place. I hope it will be in your power to afford me some evidence of this fact.

W. B., JR.

Buenos Ayres, February 6, 1846.

To His Excellency Don Felipe Arana, Minister of Foreign Affairs of the Argentine Confederation.

Sir,—

In various conversations which I have had with Y. E., I expressed to you my great anxiety to procure evidence of the manner in which the ports and coasts of the province of Buenos Ayres have been blockaded.

I mentioned to you my desire to obtain such information on this head as it might be in the power of the Government to furnish. On to-day I have had a conversation with a most intelligent gentleman of this place, he has pointed out to me some most valuable information on this head, which he is sure can be furnished by the Collector of the Customs of the Port of Buenos Ayres. Various vessels have gone into the Salado which is a port of entry, as I understand since the blockade put upon the Province of Buenos Ayres.

Will you be so good as to cause the proper officer to send me a certified statement.

1st.—Of the vessels that have entered that Port since the proclamation of the blockade.

2d.—Of the nature of their cargoes.

3d.—Of the places whence they came.

4th.—The time of their entry at the Salado, and of their departure.

5th.—A statement if at any time there have been any vessels blockading the Port of the Salado ; if so what force, when and how employed ?

6th.—Where the vessels have gone into a port of entry, let that fact be stated that it is a port of entry.

7th.—Please furnish me with a similar statement as to the number, names, and situation of the different ports of entry, and of what has gone into them since the proclamation of the blockade of the Province of Buenos Ayres.

I am making up a most important despatch to the Government of the United States, in order to shew to them in what manner this blockade has been practically enforced ; and if I am not greatly mistaken there is evidence in existence to shew an entire defeasance of this blockade, even admitting it to have been legal when first put on, which I do not admit. Again the importance of this information becomes encreased when I shall endeavour to bring it before Commodore Rousseau, who is now at Rio. I hope he will come to the Rio de la Plata when his crew shall be cured of the small pox. But meanwhile, I wish to send this information to the United States.

An early attention to this request will greatly oblige me.

I have the honor to be with sentiments of great consideration, your obedient servant.

WM. BRENT, JR.

[The following are among the documents forwarded by the proper officers in pursuance of a decree of the Government directing them to furnish the information required.]

List of British and French blockading vessels which have arrived at and sailed from this Port since the 1st of November last.

November 15. The British frigate *Melampus* arrived this day and sailed the 6th December.

20th. Arrived French corvette *Coquette*, and sailed 7th of December.

December 17th. Arrived British schooner of war *Vigilante*, and sailed 18th.

23d. Arrived British brig of war *Racer*, and the National schooner of war *9th of July*, purloined by the Anglo-French. These vessels sailed again on the 24th.

27th. Arrived French schooner *Catalina*, and sailed same day.

January 11th. Arrived French schooner of war *Orestes*, and British schooner of war *Vigilante* ; both sailed again same day.

14th. Arrived British brig of war *Raeer*, and sailed the 18th.

19th. Arrived British sloop of war *Satellite*, and sailed 1st inst.

21st. Arrived National schooner *9th of July*, purloined by the Anglo-French, and sailed on the 24th.

28. Arrived British schooner of war *Vigilante*, and sailed the 31st.

28th. Sailed British ship of war *Curaçoa*.

29th. Arrived French schooner of war *Orestes*, and sailed 2d inst.

February 4. Arrived a British war steamer, and sailed same day.

Arrived British brig of war *Racer*.

6th. Arrived British sloop of war *Satellite*, and the National schooner of war *9th of July*, purloined by the Anglo-French.

9th. Arrived French schooner of war *Catalina*,

Buenos Ayres, February 18, 1846.

P. XIMENO.

List of Anglo-French vessels which have appeared in sight off the Port of Ensenado during the unjust blockade which this port and its coasts are now suffering.

The British brig of war *Racer* and National schooner of war *9th of July*, purloined by the Anglo-French, were off said port on the 24th of December, and disappeared on the following day.

British sloop of war *Satellite* was on the 4th inst. cruising off the port all day, until night, when she disappeared.

Buenos Ayres, February 18th, 1846.

PEDRO XIMENO.

List of Vessels under the flag of the intrusive Government of Montevideo, which have entered the Paraná River, and have been taken by Argentine Privateers.

Launch Soberbio,
" Fortuna,
" Joven Oriental,
" Montevideano,
} Taken on the 19th of last January.

Schooner Asunto,
Launch San Juan,
Schooner Dos Amigos,
Whale boat Roberto,
" Angelita,
" Burra,
} Taken on the 24th of last January.

Besides 4 Chalanas taken on the 30th November last.

Buenos Ayres, February 17th, 1846.

PEDRO XIMENO.

List of vessels which have entered the Province of Buenos Ayres on the dates specified, after the blockade having been established by the Anglo-French squadrons.

Buenos Ayres, October 10, 1845.—Brazilian polacre *Condor*, from Parnaguá, consigned to Zumaran and Treserra : cargo—1,094 sacks of yerba, 69 bags of rice.

Salado River, November 29, 1845.—Brazilian schooner *Amazon*, from Rio Grande, consigned to Sa Pereyra and Meyrelles : cargo 615 rolls of tobacco, 25 bags of rice.

Salado River, January 18, 1846.—Sardinian schooner *Atrevida*, from Rio Janeiro, consigned to Sa Pereyra and Meyrelles : cargo—886 rolls of tobacco, 300 bags of fariña, and 400 small bags of rice.

Salado River, February 2, 1846.—Sardinian schooner *Victoria*, from Montevideo, consigned to Mess. Louis Chapeaurouge & Co., in ballast, with 60 fanegas salt.

Atalaya, February 7, 1846.—National whale boat *Ninfa* from Montevideo, consigned to D. Juan Souza Diaz : cargo 182 bundles.

List of vessels despatched by the Custom House after the establishment of the blockade.

Salado, December 5, 1845.—Brazilian schooner *Amazona*, for Rio Janeiro, despatched by Sa Pereyra and Meyrelles, with 2,070 hides.

Salado, February 5, 1846.—Sardinian schooner *Atrevida*, for Rio Janeiro, despatched by Sa Pereyra and Meyrelles, with 600 hides and 675 arrobas tallow.

Salado, February 5, 1846.—Sardinian schooner *Victoria*, for Brazil, despatched by Messrs. Louis Chapeaurouge & Co., with 7,000 hides.

Salado, January 29, 1846.—Sardinian schooner *Agata*, for Genoa, despatched by Pietranera, Piaggio & Co., with 3,000 hides. This vessel was to come in ballast from Montevideo to the Salado, and the Consignee having been informed of this sent the cargo down previously, that no delay might be occasioned. The Custom House and also the Consignee are still ignorant of her arrival.

At Buenos Ayres, October 29, 1845.—Brazilian polacre *Condor*, for Rio Janeiro, despatched by Zumara and Treserra, with 3,039 hides, 1,235 quintals salt beef, 3 bales calf and slunk calf skins, 173 barrels salt beef, 80 boxes India crackers, 2 do. dry goods, 30 hogsheads crockery ware. This vessel as will be seen sailed before the expiration of the term allowed by the blockaders.

Atalaya.—Whale boat *Ninfa*. This vessel has not solicited license either for loading or sailing.

The dates specified by the Custom House of the sailing of vessels are those on which they have been despatched by the same. The precise day when they get under way cannot be determined, from the distance where they lay.

The Collector of the Customs has been privately advised of the arrival of a vessel laden with goods at the Loberia, but as he has not yet received official notice of the fact he cannot guarantee it.

The places in the Province of Buenos Ayres where vessels more or less laden may enter, from the circumstance of vessels having indiscriminately entered in the same in the French blockade between the years 1838 and 1840, and where there is at present no force to hinder them, as the Collector has been informed, are the following :—Ensenada, La Balandra, Atalaya, Sauce, Villoldo, Salado, Ajó, Tuyú, Costa de la Loberia, Bahia Blanca, and Patagonia. The Collector will here observe that a communication appears to be established between Montevideo and this last mentioned place, for in the paper called *Constitucional*, of the 26th December, 1845, and 19th January, 1846, he has seen the arrival mentioned of the British brig *Avon* consigned to Briscoe, Steward & Co., and the British schooner *Spy*, to Mr. John Greenway, both from Patagonia, in ballast.

In the *Nacional* of the 3d of the same month, the British brig *Avon* is noticed as having cleared out for the same place, and in the *Comercio del Plata* of the 22nd the French barque *Adele et Julie.*

The Collector has been moreover informed of a number of vessels which have sailed from Montevideo for the Patagonian Coast, to load guano, which doubtless are those which in the different papers of that city appear as bound to the Falkland Islands, and indeed, their great number, and the cirumstance mentioned in the *Comercio del Plata*, of the 6th inst., of there being 120 vessels on said coast, induce this belief. The Collector has been also informed that several North American vessels had arrived at Patagonia; all which proves that that coast is not blockaded, although it is an integral part of the Province of Buenos Ayres declared in a state of blockade. Buenos Ayres, 14th February, 1846.

PEDRO BERNAL.

These important documents show that in the ports and coasts of the Province of Buenos Ayres there is not an efficient Anglo-French blockade, but a fictitious and nominal one—one of notification, or a paper blockade, without the presence of any kind of blockading force. Even in the very port of this city there exists not, as is shown by these documents, either a stationary or sufficient force to hinder the entrance of some vessels which have run the blockade.

Such a blockade is entirely illegal and inadmissible. It is condemned by the unanimous doctrines of public and international law, and also by the uniform decision of the Courts of Europe, which, in the last 20 years' war between England and France, opposed themselves in the system of armed neutrality against the paper blockades which were alternately decreed by the British and French Governments.

The British Naval Commander in the River Plate himself would not recognise, without a new notification, the blockade of Montevideo, although it was for a short time interrupted in the case of Captain Voorhees, not from a deficiency of force, or from a voluntary withdrawal, but from the violent interposition of a superior force, which is a case where, according to the Law of Nations, nothing can be adduced against the legality of such blockade.

It is the intention of the Government of the United States not to recognise Anglo-French blockades which may be wanting in the indispensable condition of the presence of a blockading force sufficient to render them effective in such a manner that all the ports and coasts declared in a state of blockade be closely blockaded by vessels of war, and there be certain peril in an attempt to enter the former. That the one in the present case is such as cannot be remotely considered efficient is sufficiently shown by the documents to which we call the attention of all neutrals who cannot be by any belligerent deprived in any manner of the benefit of an international principle universally recognised, and especially established for the purpose of favouring the commerce and interests of neutrals during a state of war.

A blockade is a measure of war which is based on the following universal principle of public and international law. "Though the right of blockade is clear and indisputable, however just and necessary its exercise may be it cannot be denied that it is one of the most severe and hard in its consequences of all those which are inscribed in the code of Public Law. It is on this principle that the Tribunals of the Law of Nations before sanctioning the prescriptions of a blockade have uniformly required that clear and unequivocal evidence be adduced: 1st. That the parties proceeded against have had due notice of the existence of such blockade, and 2dly. That the squadron destined to execute the same be fully capable of cutting off all communication with the prohibited port. These points have been considered so indispensably necessary to the existence of a legal blockade that it has been considered that the non-existence of any of them is equivalent to an entire annulment of the measure, and this even in cases where the notification of blockade has proceeded immediately from the highest authority." (1)

"A blockaded place, be it a port, fortified city, town, country or coast, is that in which by the order of the aggressive power there are troops and vessels stationed and sufficiently near to make it perilous to enter therein without the consent of said Power. It is undoubtedly true that a mere verbal declaration of one of the belligerent powers, (a paper blockade,) cannot establish a blockade in the sense and with the legal consequences of the Law of Nations (2.

(1). Chitty, book 5, chap. 4, page 450.

(2). Kluber, Modern European Law of Nations, vol. 2, page 113 and 114.

This principle is unanimously recognised by the European Powers, not only in the case of the 20 years war already cited, when the system of armed neutrality appeared, from 1796 to 1809, but also in the former of 1780. England, France and Spain, being belligerent powers in 1780, the Emperor of Russia, in his declaration of 28th February of that year, sustained the principle we now copy from Chitty and Kluber, which was subsequently adhered to by Denmark, Sweden, Holland, Prussia, Austria, Portugal, and the Two Sicilies.

This principle, so universally recognised, cannot therefore be invoked in vain by the United States in a case of flagrant violation of public law, to the enormous prejudice and ruin of the commerce and interests of neutrals.

The effective Anglo-French force, not stationary, but alternately coming to the port of this City of Buenos Ayres and retiring therefrom, in such a manner that there have been occasions when for several days there have been but three of these ambulatory blockading vessels present, has been composed of ten vessels of war—amongst these two purloined from the Argentine Confederation in the perfidious capture of its squadron by the Anglo-French off Montevideo, previously to the declaration of such blockade. According to the statement No. 1, which we have previously inserted, these same vessels have not been stationary; they have sailed, or have returned, or have not remained, so that that force is far from being sufficient even for the port of this city, and from being stationary.

Besides this, we have our immensely extensive southern coasts, with ports, creeks and coves even beyond Patagonia, where not a single British or French blockading vessel exists, or has existed, with the exception of three, which for a short time appeared off Ensenada, and then retired, having remained but one single day each successively.

In the meantime, on our northern coasts, ports, large and small rivers, and their various ramifications, in the Rivers Paraná and Uruguay, the Argentine armed privateers sail, enter, cruise, and capture the piratical vessels of the enemy, and return with their prizes.

What British or French vessel blockades the ports of Ensenada, La Balandra, Atalaya, Sauce, Villoldo, Ajó, Tuyú, Salado River, the extensive coast and numerous ports, bays and creeks, rivers and streams of the Loberia, Bahia Blanca and Patagonia, where merchant vessels enter and discharge their cargoes and load and sail with their cargoes in return? There is not on that immense coast nor in the numerous ports and rivers large and small one single British or French blockading vessel.

The scandal appears greater if it is considered that those same Anglo-French vessels off the port of Buenos Ayres which appear and disappear, some of them seen but a single day, are employed also for the no less fictitious, illegal and paper blockade of the ports and coasts of the Oriental State under the legal authority of His Excellency President Oribe. There is not there any stationary blockading force nor on the extensive ports and coasts of the River Uruguay and the Negro, nor on the Yaguaron, the tributaries of the Cebollati, the lake Merim, frontiers of Chuy and Santa Teresa, and many other places thrown open to commerce by the Government over which General Oribe presides.

Besides the arrival of merchant vessels in our ports declared in a state of blockade, but not effectually blockaded, and their sailing therefrom, being made manifest by the notes of the Collector General and Captain of the Port, and by the notoriety of the facts, it is evident by the announcements made by the papers called *Comercio del Plata*, *Constitucional*, and *Nacional* of Montevideo, that the Patagonian coast and its ports, an integral part of the Province of Buenos Ayres, are not blockaded, not even by a paper blockade, but on the contrary an unheard of traffic is permitted and authorised by the very Ministers of Great Britain and France.

By these principles and facts it is positively demonstrated that the Anglo-French blockade, besides the injustice and illegality of its origin is wholly annulled in all its effects from the want of the indispensable condition of the presence of a blockading force, where there is none, and also off Buenos Ayres, where there is but a semblance of such, not only because a deficiency of force in any point destroys the whole blockade, or of the blockade at all the different points, but also because the permission of the traffic on the Patagonian coast by the blockaders is an act which directly nullifies the whole measure, besides being offensive to the sovereign rights of the Argentine Confederation.

We believe, therefore, that the United States will not consent to recognise as a legitimate measure such a scandalous and flagrant violation of all international principles and maritime rules, and so rabitrary an attack on its rights and interests, as well as those of all neutrals.

The well timed measures so wisely adopted by the Chargé d'Affaires of the United States, and their eloquent results, are perfectly in harmony with the conduct his Government intends to pursue according to the instructions given to Commodore Rousseau which we have already noticed.

(*Extract from the Washington "Union," of December* 2.)

The strict alliance, or "cordial understanding" as M. Guizot loves to call it, at this time apparent between the Governments of England and France, is a subject of much remark. The submissive counsels of the latter, in conformity with the friendly suggestions of the former, create unbounded surprise. But these things can occasion no wonder when rightly understood. It must be known that the governments, and not the people in these countries are in such close communion: the two nations, in their present political opinions and feelings, are as far separated from each other, as they are in language, in manners, and customs. M. Guizot manages the Government of France, but he cannot transform her people. He speaks for the nation in its diplomatic intercourse with England; but he speaks not what the nation thinks, but what he wishes to believe. We have had it taught us, in season and out of season, that monarchies are stable governments, and republics unstable experiments. And yet we have our fears that, under the rule of a king in France, a revolution can as easily be raised as a political mass meeting in our benighted land of democracy. The time being fast approaching when King Louis Philippe must "shuffle off this mortal coil," M. Guizot is in fear and trembling least, with that event, a killing frost may come over his own greatness. This reign commenced with a revolution, and it will end with a revolution. M. Guizot is now where Prince Polignac was in 1830; and, at the death of Louis Philippe, M. Guizot may be where Prince Polignac is now. At Philippe's demise, English interference will be as active in France as Elliott's diplomacy was in Texas; and then M. Guizot, if faithful to British opinions proper, may be sustained, and the salique law be abrogated, in order that old women may rule. Hence his alliance with England: *hinc illæ lachrymæ* over the engulfing of Texas, and the disturbance of the balance of power in America. Hence M. Guizot's ministerial bread with the side having on it the Devonshire butter.

To answer moral lectures from philosophic France and indignant England to young America, on the sins of repudiation and rapacity, with sighs, tears and contrition, might, perchance, induce Sir Robert Peel to favour universal suffrage, in order that he might submit his annual tax-bill to the vote of all good tax payers in the United Kingdom. This would be a way to test the power of conscience in a demi-starvation state. Possibly every British seizure of territory between Sidney and Halifax might, in such case, be restored to the proper owners; and Monsieur Guizot might imitate the example, by making a present of "Algeria" to its original barbarians—those savages who are not civilized enough to know that smoke is an element in war. It is M. Guizot's opinion that nobody's character is injured but their own, in their late roast with the old gentlemen, and ladies and children, in that family party in Algeria. Nor are the English to be deemed less virtuous for taking tea on the Chinese island of Chusan. But if America, in a juvenile fit of liveliness, were to imitate any of these pranks, our character (for we have a character) would be at a greater discount than ever, and ink and paper at a premium, to serve as safe conductors for the explosive sensibility that would then be pent-up in the bosoms of all philanthropic hereditary governments.

The cry "rapacity" has, in all ages, been a favourite one with England. When the buccaneers went forth with commissions from Queen Elizabeth and other English sovereigns, it was *to punish Spanish rapacity*, by seizing every peaceful vessel or territory abroad bearing the flag of Spain.

These ships, laden with the silver of Mexico, the gold of Peru, and the plunder of the islands of the West Indies, enriched the freebooters, while Jamaica and Honduras became British territory. Under the same specious pretext was Gibraltar afterwards taken. Buccaneering was honourable, and Drake was made an Admiral and knighted. But when the wealth of Mexico seemed exhausted, and no more islands could be taken from Spain, virtuous England, to save her own commerce and islands from the French, who had learned the trade, proclaimed buccaneering to be piracy, and freebooters to be felons. The peaceful traffic in slaves was encouraged in

England, and royal treaties were made to secure the right of supplying foreign countries by thousands annually. When the Portuguese and Spaniards would no longer consent to this monopoly of the trade, and the British settlements on the Gambia began consequently to languish, there was the old cry again heard, and these people were abused "*á la Anglaise.*" The commerce in human beings, now become atrocious, was soon pronounced "flat burglary."

The French revolution was another fruitful source of prosperity to nations having the sin of grasping before their eyes. England took up arms to *restore* the throne of the Bourbons, and to stay the rapacity of French democracy. Tobago was first seized by Britain, and, when the armies of the directory had overrun the main land of Holland, and crushed the government, the British fleet and army, to assauge English grief at the harrowing spectacle, took possession of the Dutch territory in the island of Ceylon.

Then Spain became compelled to make terms with her impetuous neighbour, and to quail before her revolutionary armies, whereupon England, true to her vocation, forthwith seized Spain's plantations in Trinidad. Until the treaty of Amiens, in 1802, the British nation fought France for the Bourbons; but on their restoration, in 1815, they fought the restored Bourbons for the islands that had been taken from France. The peace of Amiens was broken, because England's abhorrence for rapacity obliged her to hold on to Malta, although bound by an article to restore it. Will it be believed?—(Ye who read Thiers and Allison, bear witness to it!)—England would not relinquish that island *because* Napoleon was rapacious! The war commenced again, with a fresh crusade against the grasping Bonaparte. It was then that the French possessions of the Mauritius and Ionian Islands, the Dutch Demerara, Esequibo, Berbice, St. Lucia, and Cape of Good Hope, and the Danish Heligoland,—all fell into the bayoneted arms of the meek and rapacity-hating Albion. Peace and the "rightful" sovereigns were at length "restored," but this territory, taken possession of in the wars against rapacity, remained still with the great restorer. What shall we say of India? Rapacity, not in square miles, but in continents! Peaceful occupancy by Britain, and her belligerent plundering, bear the same proportion towards each other as the items in Sir John Falstaff's tavern bill for bread and for sack—a few thousands in settlements, in seizures millions. The following statement has been compiled for the benefit of the Anglo-Coburg-English newspapers' Saxon race:—

THE FOREIGN RAPACITIES OF GREAT BRITAIN.

Names of Provinces.	From whom taken.	Date.	Square miles.
Jamaica	Spain	1655	6,250
Honduras	do.	1670	3,600
St. Helena	Dutch	1673	46
Gibraltar	Spain	1704	2
Lower Canada	France	1759	250,000
Upper Canada	do.	1760	100,000
Grenada	do.	1762	
Dominica	do.	1763	
St. Vincent	do.	1763	
Bahamas	France & Spain	1783	5,424
Tobago	France	1793	88
Ceylon (in part)	Dutch	1796	12,500
Trinidad	France & Spain	1797	2,000
Malta	Knights of St. John	1800	98
Gozzo	Do.	1800	8
Demarara	Dutch	1803	76,000
Esquibo	do.	1803	
Berbice	do.	1803	
St. Lucia	do.	1803	3,000
Cape of Good Hope	do.	1806	130,000
Heligoland	Denmark	1807	5
Mauritius	France	1810	756
Ionian Islands, viz:—			
Corfu	France	1814	227
Cephalonia	do.	1814	348
Zante	do.	1814	156
Santa Maura	do.	1814	180
Itaca	do.	1814	44
Cocigo	do.	1814	116
Paxo	do.	1814	26
Ceylon (in part)	Native King	1815	12,000
Chusan	China	1844	800
British India, viz:			584,000
Twenty four Pergunnahs from	Native Princes	1757	
Musalapitan	do.	1759	
Burdwan	do.	1760	
Manapoor	do.	1760	
Chitagong	do.	1760	
Bengal	do.	1765	
Bahar	do.	1765	
Orissa	do.	1765	
Chingleput	do.	1765	
Northern Cicars	do.	1766	
Zemindary of Benares	do.	1775	
Island of Salsette	do.	1776	
Nagore	do.	1778	
Guntoor Cercars	do.	1778	
Pulo Penang	do.	1786	
Malabar	do.	1792	
Dindigul	do.	1792	
Salem	do.	1792	
Barramhal	do.	1792	
Corinbatore	do.	1799	
Canara	do.	1799	
Wynaad	do.	1799	
Tanjore	do.	1799	
Dists. of Tippo Saib	do.	1800	
Carnatic	do.	1801	
Gurockpore	do.	1801	
Lower Doab	do.	1801	
Bareily	do.	1801	
Bunalcund (in part)	do.	1802	
Cutach	do.	1803	
Balasore	do.	1803	
Upper Doab	do.	1803	
Delhi territory	do.	1803	
Gujrat (in part)	do.	1805	
Komoan	do.	1815	
Sugur & Huttah	do.	1817	
Darwar	do.	1817	
Ahmedabad	do.	1817	
Candish	do.	1818	
Ajemcore	do.	1818	
Poonah	do.	1818	
Concan	do.	1818	
Mahratta country (in part)	do.	1818	
On the Nerbudda	do.	1818	
Concan (in part)	do.	1820	
Bejupoor do.	do.	1822	
Singopore	do.	1824	
Malacca	do.	1825	
Assam	do.	1826	
Aracan	do.	1826	
Tavoy	do.	1826	
Ye	do.	1826	
Coorg	do.	1834	

States paying black mail in India, viz:

Berar, Oude, Mysore, Travancore, Cohin, Sattarah	433,000

Dominions of the Nizam.
Do. do. Rajpoot Chief.
Do. do. Bundlicund do.

Settlements of Great Britain.	Date.	Sq. miles.
New Brunswick	1510	27,704
Nova Scotia	1510	18,742
Cape Breton	1510	
Prince Edward's Island	1510	2,131
Newfoundland	1510	35,913
Barbadoes	1605	164
Bermudas	1609	20
St. Kitt's	1623	67
Gambia	1631	20
Montserat	1632	46
Antigua	1632	108
Tortola	1666	42
Sierra Leone	1787	50
New South Wales	1787	50,000
Van Dieman's Land	1803	
Western Australia	1829	
New Holland, parts unsettled		3,000,000

RECAPITULATION.

British acquisitions by seizures from other nations	1,620,694
British acquisitions by peaceful settlements	135,0007
British acquisitions by claim without settlements	3,000,000

MARINE LIST.

PORT of BUENOS AYRES.

February 28.—*Wind N.*

Sailed, Sardinian schooner of war Ninfa del Plata, Capt. Dequivinet, for Montevideo.

Passengers—Mr. W Barton, and 23 others.

March 1—*Wind W.S.W.*

Arrived, French schooner of war Catalina, from a cruise in the river.

March 2.—*Wind S.S.E.*

No arrivals or sailings.

March 3.—*Wind S.S.W., in the afternoon changed to E.S.E., fresh.*

Arrived, Brazilian brigantine Olinda, 10 guns, Capt. Amazonas, from Montevideo.

Passenger—Señor Custodio Freitos Barbosa.

March 4.—*Wind N.N.E.*

Arrived, H. B. M. schooner Victoria, from Montevideo.

March 5.—*Wind N.N.E.*

Sailed, H. B. M. schooner brig Victoria, apparently for Colonia.

March 6.—*Wind N.E.*

No arrivals or sailings.

The American barque Chancellor was to leave New York for Montevideo on or about the 12th of January.

MERCHANT VESSELS

IN THE PORT OF BUENOS AYRES ON FRIDAY LAST.

NONE.

FOREIGN VESSELS OF WAR.

BRITISH.—Ship Melampus, 42 guns, Captain John Norman Campbell.

Brig Racer, 16 guns, Captain Archibald Reed.

UNITED STATES—Sloop of war Saratoga, 24 guns, Captain Shubrick, bearing the flag of Commodore Lawrence Rousseau.

Brig Bainbridge, 10 guns, Captain Lawrence Pennington.

FRENCH—Schooner late 9th July, 1 gun.

SARDINIAN—Brig Daino, 14 guns, Captain Chevalier Scaffiero.

BRAZILIAN—Corvette 2 de Julio, 24 guns, Captain Parker, bearing the flag of Commodore Ferreira de Oliveira.

Brigantine Olinda, 10 guns, Captain Amazonas.

Blockade of the Port of Buenos Ayres by the combined Anglo-French squadron.

On the arrival of the Victoria, on the 4th inst., two boats from the Melampus and one from the Racer, communicated with her; no other movement has occurred this week.

This day (7th inst.) completes the 161st day of the blockade.

DIED.

A seaman of the U. S. sloop of war Saratoga, named James Early, a native of New York, aged 21, unfortunately fell from the forerigging of said vessel on 1st inst., striking on the swinging boom in his descent, and then fell into the water; he was immediately rescued, and though every assistance was rendered he died 24 hours after the accident, having broken several ribs and sustained other injuries by the fall. His remains were on the 2nd inst. brought on shore and conveyed for interment in the N. A. Protestant Cemetery of this city, followed by Capt. Shubrick, Lieut. Glisson, various other officers, and sixteen of his shipmates.

In the British Hospital, on the 27th ult., *Ann Ramsay*, aged 17 years, native of Gateshead Fell, England.

PRICES CURRENT.

	$		$	
Doubloons, Spanish	376	á	379	each
Do. Patriot	373	á	375	do.
Plata, macuquina	19	á	20	do for one
Dollars, Spanish	21½	á	22	each.
Do. Patriot & Patacones	21½	á	21¾	do.
Six per cent. Stock	76	á		do. per cent
Exchange on England	2⅛d.			
Do. France	23	á	24	cent. per dollar
Do. Rio Janeiro	3			per ct. premium
Do. Montevideo	4			do.
Do. United States	19	á	20	
Hides, Ox, for Engld &Germy	48	á	50	per pesada.
Do. France	38	á	42	do.
Do. North America	38	á	40	do.
Do. Spain	withoutprice			do
Do. salted	do.			do.
Do. Horse	20	á	23	do. each
Calf skins	40	á	42	per pesada
Sheep skins, common	27	á	30	per dozen
Do. fine	36	á	37	do.
Deer skins	withoutprice			do.
Goat skins	do.			do.
Nutria skins	3½	á	3¾	dol. per lb
Chinchilli skins	no price.			dol. per dozen.
Horse hair, short	35	á	36	dol. per arroba
Do. mixed	45	á	50	do.
Do. long	100	á	120	do.
Wool, common, washed	23	á	25	do
Do. picked	withoutprice			do.
Do. shorn from skins	do.			do.
Do. mestiza, dirty	15	á	35	do
Tallow, pure	withoutprice			do.
Do. raw	15	á	17	do.
Do. with grease	withoutprice			do.
Jerked beef	do.			per quintal.
Horns, mixed	100	á	150	per thousand
Do. Ox	300	á	400	do.
Shin bones	withoutprice			do.
Hide cuttings	8	á	10	per 100 lbs.
Ostrich feathers, white	withoutprice			per lb.
Do. black	8	á	8½	do.
Salted tongues	6	á	7	per dozen
Salt, on board	none.			per fanega.
Discount	1½	á	4	per cent. month.

The highest price of Doubloons during the week 386 dollars
The lowest price 370 dollars.
The highest rate of Exchange upon England during the week 3 1-8. The lowest do. 2 1-16d.

GEORGE THOMAS, Responsible Editor.